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MOMENTUM is growing in the Senate for Sen. Wendell Ford's FAA independence bill, S. 1600. Nearly 20 co-sponsors have been added since early April and as of last Friday 49 senators had signed on in support of the legislation. Ford said he's started redrafting the bill in response to comments from the Aviation Safety Commission and the industry and anticipates a markup in the Senate Commerce Committee next month.

DOT will release its own plan for restructuring FAA "shortly," according to Transportation Secretary James Burnley (BA, April 18/124). He termed the Aviation Safety Commission's proposal "a two-headed, animal reporting to a nine-member committee," a situation he said would not provide the necessary accountability.

SOME OPPONENTS of the Massport PACE Plan at Boston's Logan Airport attempted to dissuade NBAA from filing its lawsuit in federal court last week (see related article on Page 130). Those groups favor concentrating current efforts on persuading DOT Secretary James Burnley to take a stand against the Massport plan. There is concern that litigation will result in an expensive, protracted battle, with no guarantee of success. Most observers agree, however, that litigation may be necessary as a last resort because of the importance of the issues raised at Boston and the precedent that would result if PACE is implemented.

NEXT MONDAY (May 2) is the deadline to submit comments on the Environmental Protection Agency's proposal to phase in financial responsibility requirements for FBOs and other operators of underground petroleum storage tanks (BA, April 4/105).

SAFETY COMMISSION RECOMMENDS INDEPENDENT FAA, SAFETY 'CZAR'

The Aviation Safety Commission has recommended the creation of an independent Federal Aviation Authority to be ruled over by a Presidentially appointed safety "czar" and an FAA administrator. Commission said the federal government should continue to play a central role in ensuring safe operation of the aviation system and said the regulatory process "must remain governmental in character and should not be removed from public accountability."

Recommendations were part of the Commission's long-awaited report to the President and Congress, which includes a Mode C requirement for all general aviation aircraft around hubs of any size; a move toward uniformity of equipment and operating practice standards for scheduled passenger service, whether on commuters or large airlines; and heightened oversight and surveillance by FAA inspectors, including surprise inspections. Jack Albertine, the Commission's chairman, said while "it will be tough" to see any action on the report in an election year, "we have a DOT Secretary who wants to make his mark before his tenure ends." Albertine added that because safety is "a high visibility issue, an election year may be a healthy environment for things to happen."

Albertine said an independent FAA is the single most important recommendation contained in the report. Federal Aviation Authority would be managed by an administrator appointed by the President and confirmed by the Senate for a seven-year term. Administrator's functions would include providing

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY – FIRST QUARTER UNIT SHIPMENTS

		1st Quarter 88	Cal. Year
AEROSPATIALE GENERAL AVIATION			
• Single-Engine			
TB-9	Tampico	0	0
TB-10	Tobago	3	3
TB-20	Trinidad	4	4
TB-21	Trinidad TC	0	0
TOTAL		7	7
BEECH AIRCRAFT CORP.			
• Single-Engine			
BE-F33A	Bonanza	29	29
BE-F33C	Bonanza	0	0
BE-A36	Bonanza	15	15
BE-36TC	Bonanza	4	4
• Multi-Engine			
BE-58	Baron	3	3
BE-58P	Baron	1	1
BE-76	Duchess	0	0
BE-C99	Airliner	0	0
BE-C90-1	King Air	10	10
BE-F90-1	King Air	0	0
BE-200	Super King Air	4	4
BE-200C	Super King Air	0	0
BE-300	Super King Air	7	7
BE-200T	Super King Air	0	0
BE-1900C	Commuter	9	9
Beechjet 400		0	0
Diamond IA		0	0
TOTAL		82	82
Manufacturers net billing – $74,777,803			
BRITISH AEROSPACE			
• Multi-Engine			
BAe	Jetstream 31	13	13
BAe 146-100		0	0
BAe 146-200		2	2
HS-125 Model A		4	4
HS-125 Model B		0	0
TOTAL		19	19
PILATUS BRITTEN-NORMAN			
• Multi-Engine			
BN-2B	Islander	2	2
BN-2T	Islander	0	0
Mark III	Trislander	0	0
TOTAL		2	2
CANADAIR			
• Multi-Engine			
CL-601	Challenger	5	5
TOTAL		5	5
CESSNA AIRCRAFT CO.			
• Single-Engine			
CE-172	Skyhawk	0	0
CE-172RG	Cutlass	0	0
CE-182	Skylane	0	0
CE-182	Turbo Skylane	0	0
CE-182RG	Skylane RG	0	0
CE-182RG	Turbo Skylane RG	0	0
CE-U206	Stationair 6	0	0
CE-TU206	Turbo Stationair 6	0	0
CE-208	Caravan I	15	15
CE-210	Centurion	0	0
CE-T210	Turbo Centurion	0	0
CE-P210	Pressurized Centurion	0	0
• Multi-Engine			
CE-303	Crusader	0	0
CE-402		0	0
CE-414	Chancellor	0	0
CE-425	Conquest I	0	0
CE-441	Conquest II	0	0
CE-550	Citation II	5	5
CE-S550	Citation S/II	6	6
CE-650	Citation III	5	5
REIMS AVIATION			
• Single-Engine			
CE-F152		0	0
CE-F152	Aerobat	0	0
CE-F172	Skyhawk	0	0
• Multi-Engine			
CE-406	Caravan II	2	2
TOTAL		33	33
Manufacturers net billing – $79,062,192			
AVION-MARCEL DASSAULT			
• Multi-Engine			
AD-My.10	Falcon	2	2
AD-My.20	Falcon	0	0
AD-My.200	Falcon	0	0
AD-My.50	Falcon	1	1
AD-My.900	Falcon	8	8
TOTAL		11	11
De HAVILLAND AIRCRAFT OF CANADA			
• Multi-Engine			
DHC-5	Buffalo	0	0
DHC-6	Twin Otter	0	0
DHC-7		1	1
DHC-8		5	5
TOTAL		6	6
EMBRAER			
• Single-Engine			
EMB-201	Ipanema	2	2
EMB-711	Corisco	1	1
EMB-712	Tupi	0	0
EMB-720	Minuano	0	0
• Multi-Engine			
EMB-110	Bandeirante	0	0
EMB-120	Brasilia	2	2
EMB-121	Xingu	0	0
EMB-810D	Seneca II	4	4
EMB-820		0	0
EMB-821	Carajah	1	1
TOTAL		10	10
FAIRCHILD AIRCRAFT CORP.			
• Multi-Engine			
Merlin III-C		0	0
Fairchild 300		0	0
Merlin IV-C		0	0
Metro III		3	3
Expediter		0	0
TOTAL		3	3
Manufacturers net billing – $10,029,420			
GATES LEARJET			
• Multi-Engine			
LR-35A		5	5
LR-36A		0	0
LR-55		1	1
TOTAL		6	6
Manufacturers net billing – $25,300,000			
GULFSTREAM AEROSPACE			
• Multi-Engine			
G-1159A	Gulfstream III	0	0
G-IV	Gulfstream IV	12	12
TOTAL		12	12
ISRAEL AIRCRAFT INDUSTRIES			
• Multi-Engine			
1124	Westwind 1	*	*
1124A	Westwind 2	*	*
Astra		*	*
TOTAL		*	*
LAKE AIRCRAFT			
• Single-Engine			
LA-4-200EP		0	0
LA-250	Renegade	9	9
TOTAL		9	9
Manufacturers net billing – $1,821,388			
MAULE AIR INC.			
• Single-Engine			
M-5-180C		0	0
M-5-200		0	0
M-5-235C	Lunar Rocket	0	0

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		1st Quarter 88	Cal. Year
M-6-235		1	1
MX-7-180	Super Rocket	8	8
M-7-235	Super Rocket	1	1
MX-7-235		5	5
TOTAL		15	15

Manufacturers net billing -- $745,536

MOONEY AIRCRAFT CORP.

• Single-Engine			
M-20J	201 Lean Machine	11	11
M-20J	205	4	4
M-20K	231	0	0
M-20K	252	12	12
M-20L	PFM	8	8
TOTAL		35	35

PIPER AIRCRAFT CORP.

• Single-Engine			
PA-28-161	Warrior	14	14
PA-28-181	Archer II	12	12
PA-28-236	Dakota	0	0
PA-28RT-201T	Turbo Arrow IV	2	2
PA-32-301	Saratoga	6	6
PA-32R-301	Saratoga SP	0	0
PA-32R-301T	Turbo Saratoga SP	0	0
PA-46-310P	Malibu	10	10
• Multi-Engine			
PA-34-220T	Seneca III	19	19
PA-31-500	Cheyenne IA	0	0
PA-31-620	Cheyenne IIXL	0	0
PA-42-720	Cheyenne III	0	0
PA-42-720	Cheyenne IIIA	1	1
PA-42-1000	Cheyenne 400LS	1	1
TOTAL		65	65

Manufacturers net billing -- $11,724,131

SHORT BROTHERS LTD.

• Multi-Engine			
SBJ-CS-7	Skyvan	0	0
SD-3-30		0	0
SD-3-60		5	5
TOTAL		5	5

SINGLE-ENGINE	178	178
MULTI-ENGINE	147	147
GRAND TOTAL	325	325

UNIT SHIPMENTS COMPARATIVE TREND: 18 MANUFACTURERS

	1st Quarter			Calendar Year to Date		
	1988	1987	1986	1988	1987	1986
Aerospatiale	7	31	15	7	31	15
Beech	82	52	53	82	52	53
British Aerospace	19	15	16	19	15	16
Britten-Norman	2	10	1	2	10	1
Canadair	5	2	1	5	2	1
Cessna	33	50	103	33	50	103
Dassault	11	7	4	11	7	4
De Havilland	6	5	6	6	5	6
Embraer	10	20	19	10	20	19
Fairchild	3	5	1	3	5	1
Gates	6	1	2	6	1	2
Gulfstream	12	6	2	12	6	2
Israel	*	0	0	*	0	0
Lake	9	2	1	9	2	1
Maule Air	15	21	15	15	21	15
Mooney	35	33	26	35	33	26
Piper	65	49	76	65	49	76
Short	5	1	7	5	1	7
TOTAL	325	310	348	325	310	348

* Figures not available

NOTE

ONLY THE FOLLOWING PAGES OF THIS

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